

# THIRTY-THIRD ANNUAL REPORT

OF THE

# Lake Shore & Michigan Southern

## RAILWAY COMPANY.

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1902.





THE  
Lake Shore & Michigan Southern  
RAILWAY.

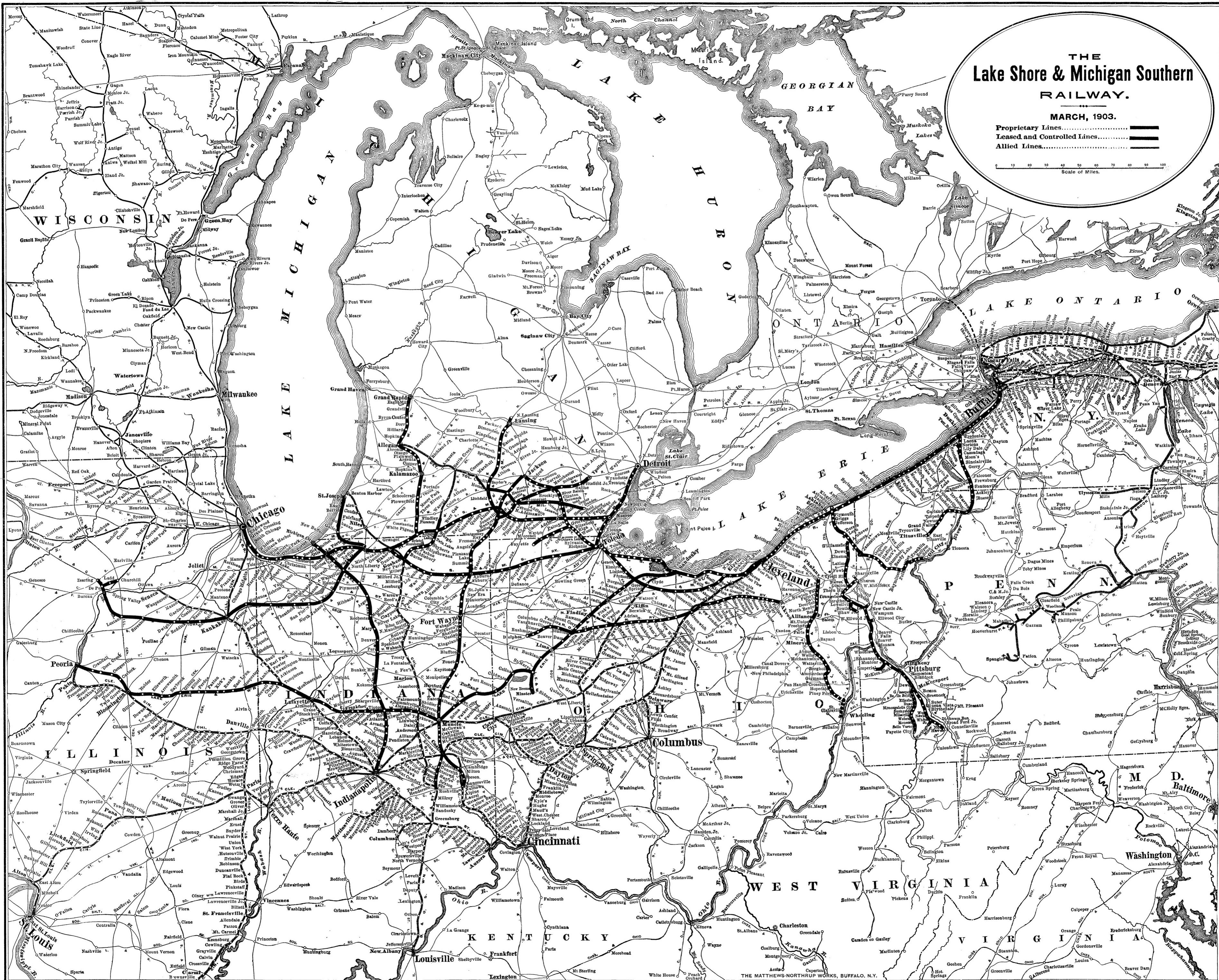
MARCH, 1903.

Proprietary Lines.....

Leased and Controlled Lines.....

Allied Lines.....

Scale of Miles.



THIRTY-THIRD ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Lake Shore & Michigan Southern

RAILWAY COMPANY

TO THE

STOCKHOLDERS,

FOR THE

FISCAL YEAR ENDING DECEMBER 31, 1902.

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CLEVELAND, O.  
THE G. E. SAEGER PTG. CO.  
1903.

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## ORGANIZATION.

DECEMBER 31, 1902.

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*DIRECTORS (13.)*

WILLIAM K. VANDERBILT	-----	New York.
FREDERICK W. VANDERBILT	-----	New York.
CHAUNCEY M. DEPEW	-----	New York.
WILLIAM H. NEWMAN	-----	New York.
EDWIN D. WORCESTER	-----	New York.
SAMUEL F. BARGER	-----	New York.
HAMILTON McK. TWOMBLY	-----	New York.
J. PIERPONT MORGAN	-----	New York.
DARIUS O. MILLS	-----	New York.
W. SEWARD WEBB	-----	New York.
WILLIAM C. BROWN	-----	Cleveland, O.
CHARLES M. REED	-----	Erie, Pa.
JAMES M. SCHOOONMAKER	-----	Pittsburgh, Pa.

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*OFFICERS.*

		<i>OFFICE</i>
<i>Chairman of the Board</i>	CHAUNCEY M. DEPEW	New York.
<i>President</i>	WILLIAM H. NEWMAN	New York.
<i>Vice President</i>	WILLIAM C. BROWN	Cleveland, O.
<i>Vice Pres't, Treas. and Sec'y</i>	EDWIN D. WORCESTER	New York.
<i>Assistant Treasurer</i>	DWIGHT W. PARDEE	New York.
<i>Local Treas. and Ass't Sec'y</i>	NICHOLAS BARTLETT	Cleveland, O.
<i>General Counsel</i>	GEORGE C. GREENE	Cleveland, O.
<i>General Attorney</i>	FRANK J. JEROME	Cleveland, O.
<i>Auditor</i>	ROBERT H. HILL	Cleveland, O.
<i>Assistant Gen'l Manager</i>	PHINEAS P. WRIGHT	Cleveland, O.
<i>General Superintendent</i>	WALDO H. MARSHALL	Cleveland, O.
<i>General Traffic Manager</i>	GEORGE J. GRAMMER	Cleveland, O.
<i>Gen'l Passenger and Ticket Agent</i>	ALVA J. SMITH	Cleveland, O.
<i>Chief Engineer</i>	EDWARD A. HANDY	Cleveland, O.
<i>Sup't Motive Power</i>	HERMAN F. BALL	Cleveland, O.
<i>Purchasing Agent</i>	FRANCIS H. GREENE	Cleveland, O.

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The annual meeting of stockholders for the election of directors is held in the city of Cleveland, Ohio, on the first Wednesday in May.

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*GENERAL OFFICES*, Corner St. Clair and Seneca Streets-----CLEVELAND.  
*NEW YORK OFFICE*, Grand Central Station -----NEW YORK.



## REPORT.

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*To the Stockholders of the*

*Lake Shore & Michigan Southern Railway Company:*

The Board of Directors submit the following report for the year ending December 31, 1902.

### ROAD OPERATED.

	Miles.
Owned by L. S. & M. S. R'y Company.....	860.53
Seven proprietary roads.....	231.33
Five leased roads.....	<u>319.30</u>
 Total length of road operated.....	1411.16
Second track.....	521.99
Third track .....	9.63
Side tracks.....	<u>873.84</u>
 Total miles of track, (all steel rail except 2.32 miles) .....	2816.62

For the detail of the mileage of tracks operated, location, etc., see page 18.

## CAPITAL STOCK.

The capital stock of the company has remained unchanged since 1871, and is as follows:

Guaranteed (10 per cent.).....	5,335 shares—\$100.....	\$ 533,500
Common .....	494,665 shares—\$100.....	49,466,500
Total.....	500,000 shares—\$100.....	\$50,000,000

## FUNDED DEBT.

The Company's funded debt now stands at \$49,942,000. During the fiscal year \$214,000 second general mortgage 7% bonds were surrendered in exchange for 3½% gold bonds. Since June 1, 1897, date of gold bond mortgage, the total amount of old bonds retired has been \$37,094,000. The net result is an increase of \$6,750,000 in the bonded debt and the saving in annual interest charges of \$1,062,040.

A detailed statement of the funded debt is given on page 11.

## FINANCIAL RESULTS FROM OPERATION.

The following is a condensed statement of the Income Account for the year:

Gross earnings from operation.....	\$ 30,449,292 44
Operating expenses and taxes (72.22%) .....	21,989,064 34
NET EARNINGS FROM OPERATION.....	\$ 8,460,228 10
INCOME FROM OTHER SOURCES.....	1,668,564 56
 GROSS INCOME.....	 <hr style="width: 20%; margin-left: 0;"/>
	\$ 10,128,792 66

Charges against income:

Interest on funded debt, accrued.....	\$ 2,041,165 17
Rentals of leased lines .....	1,042,667 45
Interest on bills payable, accrued.....	256,087 09
Ten per cent. dividend on guaranteed stock.....	53,350 00
 TOTAL.....	 <hr style="width: 20%; margin-left: 0;"/>
	\$ 3,398,269 71
Balance of income.....	 <hr style="width: 20%; margin-left: 0;"/>
Dividends, seven per cent., common stock .....	6,735,522 95
 SURPLUS.....	 <hr style="width: 20%; margin-left: 0;"/>
	\$ 3,272,867 95

Statements appended to this report show the financial results in detail.

Comparison with the previous year shows the following results:

Earnings from freight traffic.....	increase \$1,400,294.34.....	7.14 per cent.
Earnings from passenger traffic.....	decrease \$ 344,114.17.....	5.06 per cent.
Earnings from mails, express, etc.....	increase \$ 120,437.51.....	4.22 per cent.
Gross income from operation.....	increase \$1,176,617.68.....	4.02 per cent.
Number tons moved, revenue freight .....	increase 2,527,050.....	11.74 per cent.
Number of passengers carried .....	decrease 397,411.....	6.68 per cent.

The ton mileage, revenue freight, increased 1.17 per cent., the average haul per ton (168.5 miles) being lower than the average during the preceding ten years, due mainly to a decrease in anthracite coal and grain shipments; the mileage of loaded cars decreased 1.80 per cent.; the mileage of freight trains decreased 6.90 per cent. The average load per freight train mile, revenue freight, was 576.5 tons, increase 8.67 per cent. The average rate per ton mile was 0.517 cent; last year 0.489 cent.

Passenger mileage decreased 16.95 per cent. The average rate per passenger mile was 2.07 cents against 1.81 cent last year. In 1901 there was a large movement of passengers to the Pan American Exposition.

## EXPENSES.

The operating expenses, including all taxes, new equipment and betterments, were

In 1902 .....	\$21,989,064.....	72.22 per cent. of earnings.
In 1901 .....	20,210,229.....	69.04 per cent. of earnings.
Increase.....		\$ 1,778,835

Operating expenses in 1902 included the following charges for extraordinary expenditures: for new equipment purchased, \$1,423,673; for new side tracks, \$203,144; for construction and betterments, \$2,768,788, which latter expenditure may be summarized as follows:

New shops, Collinwood .....	\$955,957
New passenger depot at Chicago and other station buildings.....	879,199
New freight houses, Chicago.....	175,430
Low grade line, Plymouth to Doughton.....	134,468
Docks, slips, ore and coal handling plant, Ashtabula Harbor.....	382,972
Separation of grades.....	110,276
New bridges, track tanks and other betterments.....	130,486
Total.....	\$2,768,788

A new passenger station has, during the year, been in process of erection on the site of the former station, Van Buren Street, Chicago. This work is done jointly with the Chicago, Rock Island & Pacific Railway Company. The train shed, waiting rooms, etc., will be ready by the first of June next and the entire building will be completed during 1903.

The construction of a new low grade line on the Franklin Division, extending from Plymouth to Doughton, 47.6 miles, built jointly by this company and the Mahoning Coal Railroad Company, has been pushed rapidly; a part of it is now in use and the whole will be in the fall of 1903.

In 1901 the erection of new shops at Collinwood was begun and will be completed during the year 1903. The locomotive shops are now in use. When all the buildings are finished, these shops, with others on the road, will provide adequate facilities for the maintenance of the company's equipment.

As will be seen by the Balance Sheet, Bills Payable have been increased during the year \$1,000,000. Against this increase the company has acquired ownerships as follows:—96 per cent. of the entire capital stock of \$5,000,000 of the Indiana, Illinois and Iowa Railroad Company; 50 per cent. of the entire capital stock of \$1,500,000 of the Detroit, Toledo and Milwaukee Railroad Company; and 50 per cent. of \$2,000,000, new stock of the Pittsburgh and Lake Erie Railroad Company;—at a total cost of \$5,678,000. Such cost was \$4,678,000 in excess of the increase in Bills Payable, and was paid out of the company's current means.

The main line of the I., I. and I. runs from a connection with this company's line at South Bend, Ind., via Kankakee and Streator to Seatonville, Ladd and Churchill, Ill., a distance of 194 miles—with trackage right of 6 miles to Zearing, Ill. It has also a leased line of 39.5 miles, from South Bend, Ind., to St. Joseph, on Lake Michigan, and several branches—the total line operated being 252 miles.

The D., T. and M. line, 133 miles in length, runs from Allegan, Mich., on this company's Grand Rapids branch, via Homer, Jerome and Tecumseh to Dundee, Mich., where it connects with other roads.

The new stock of the P. and L. E. was issued at par, and the amount acquired was this company's allotment thereof, founded upon its previous holding. Its majority ownership is thereby preserved.

The results of operation are shown in detail in the financial and statistical tables appended.

WILLIAM H. NEWMAN,  
PRESIDENT.

CHAUNCEY M. DEPEW,  
CHAIRMAN.

### INCOME ACCOUNT.

Credit balance December 31, 1901.....	\$ 14,794,666 77
Credit balance, year 1902, after payment dividends, seven per cent.....	3,272,867 95
	\$ 18,067,534 72
Payments incidental to exchange of unmatured bonds for new 3½ per cent. gold bonds.....	\$ 13,296 85
Sundry accounts written off.....	25,361 26
	\$ 38,658 11
Sundry accounts credited .....	6,261 58
	\$ 32,396 53
Balance to credit income account, December 31, 1902 .....	\$ 18,035,138 19

TABLE A.  
FUNDDED DEBT, INTEREST, ETC.

Description.	Miles included in mortgage.	Date of issue.	Date of maturity.	Amount outstanding.	Rate of interest and when payable.	Annual interest.
<b>THIS COMPANY'S BONDS.</b>						
Consolidated second general mortgage.....	859	Dec. 1, 1873 .....	Dec. 1, 1903 .....	\$ 6,098,000	7% June and December .....	\$ 426,880
Gold bond mortgage.....	*1000	June 1, 1897 .....	June 1, 1897 .....	43,844,000	3½% June and December .....	1,334,510
Total.....				\$49,942,000		\$1,361,400
<b>GUARANTEED BONDS OF LINES OWNED.</b>						
Detroit, Monroe & Toledo.....	55	Aug. 1, 1876 .....	Aug. 1, 1906 .....	\$ 924,000	7% February and August .....	\$64,680
Kalamazoo & White Pigeon.....	37	Jan. 1, 1890 .....	Jan. 1, 1910 .....	400,000	5% January and July .....	20,000
Total.....				\$1,324,000		\$84,680
<b>GUARANTEED BONDS OF LEASED LINES.</b>						
Kalamazoo, Allegan & Grand Rapids.....	58	July 1, 1888 .....	July 1, 1938 .....	\$ 840,000	5% January and July .....	\$42,000
Mahoning Coal Railroad.....	30	July 1, 1884 .....	July 1, 1934 .....	1,500,000	5% January and July .....	75,000
Sturgis, Goshen & St. Louis.....	36	Dec. 1, 1889 .....	Dec. 1, 1939 .....	1401,000	3% December and June .....	12,030
Total.....				\$2,741,000		\$129,030

\*Includes leasehold right on proprietary roads, 154 miles.

†Includes \$79,000 Battle Creek & Sturgis first mortgage bonds on road Sturgis to Findley.

CONDENSED BALANCE SHEET, DECEMBER 31, 1902.

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## TABLE B.

## COST OF OTHER ROADS OWNED.

Detroit, Monroe & Toledo Railroad.....	\$ 1,796,001 67
Detroit & Chicago Railroad.....	788,073 09
Elkhart & Western Railroad.....	225,000 00
Jackson Coal Railroad.....	23,180 79
Kalamazoo & White Pigeon Railroad.....	610,000 00
Northern Central Michigan Railroad.....	1,357,000 00
Silver Creek & Dunkirk Railroad.....	484,201 72
Sturgis, Goshen & St. Louis Railroad.....	20,851 84
Swan Creek Railway.....	40,000 00
Total.....	\$ 5,344,309 11

## TABLE C.

## INVESTMENT IN LEASED LINES.

Jamestown & Franklin Railroad, stock .....	\$ 349,657 00
Jamestown & Franklin Railroad, ..... 1st mtg. bonds, \$298,000 00 } 732,400 00	732,400 00
Jamestown & Franklin Railroad, open account .....	673,204 98
Mahoning Coal Railroad .....	17,318 shares Common Stock } 568,585 00 7,990 Preferred }
Total.....	\$ 2,323,846 98

## TABLE D.

## STOCKS AND BONDS OWNED.

	VALUATION.
Cleveland, Cincinnati, Chicago & St. Louis Railway Co., stock .....	\$ 7,111,065 37
Detroit, Toledo & Milwaukee Railroad.....	160,000 00
Indiana, Illinois & Iowa Railroad.....	4,518,000 00
Lake Erie & Western Railroad Co., stocks .....	5,847,016 78
Lehigh Valley Railroad Co., stock .....	1,920,000 00
Merchants Despatch Transportation Co., stock.....	575,700 00
Mahoning State Line Railroad Co., stock.....	450 00
New York, Chicago & St. Louis Railroad Co., stocks.....	8,447,746 94
Pittsburgh & Lake Erie Railroad Co., stock.....	3,675,696 27
Pittsburgh & Wheeling Coal Co., Scrip .....	22,681 75
Terminal Railway of Buffalo, stock.....	200,000 00
Terminal Railway of Buffalo, 1st mtg. bonds.....	262,255 24
Pittsburgh, Chartiers & Youghiogheny Railroad, 1st mtg. bonds.....	28,980 00
Total .....	<u><u>\$ 32,769,592 35</u></u>

## EARNINGS AND EXPENSES.

EARNINGS.	1902.	1901.	INCREASE.	DECREASE.
From freight .....	\$21,016,391 05	\$19,616,096 71	\$1,400,294 34	
From passengers.....	6,461,093 96	6,805,208 13		\$344,114 17
From mails and express .....	2,458,306 46	2,382,488 68	75,817 78	
From all other sources.....	513,500 97	468,881 24	44,619 73	
<b>TOTAL</b> .....	<b>\$30,449,292 44</b>	<b>\$29,272,674 76</b>	<b>\$1,176,617 68</b>	
 EXPENSES.				
Maintenance of way and structures .....	\$ 3,236,608 10	\$ 2,828,317 97	\$ 408,290 13	
Maintenance of equipment .....	2,687,275 96	2,282,201 99	405,073 97	
Conducting transportation .....	10,660,929 16	9,803,052 41	857,876 75	
General expenses .....	408,399 14	402,595 73	5,803 41	
Taxes .....	803,391 09	707,918 46	95,472 63	
<b>TOTAL OPERATING EXPENSES AND TAXES</b> .....	<b>\$17,796,603 45</b>	<b>\$16,024,086 56</b>	<b>\$1,772,516 89</b>	
New equipment.....	1,423,673 00	3,589,079 50		\$2,165,406 50
Construction and betterments.....	2,768,787 89	597,063 00	2,171,724 89	
<b>TOTAL EXPENSES</b> .....	<b>\$21,989,064 34</b>	<b>\$20,210,229 06</b>	<b>\$1,778,835 28</b>	
Net earnings from operation.....	\$ 8,460,228 10	\$ 9,062,445 70		\$602,217 60
Income from investments.....	1,668,564 56	1,329,289 69	\$339,274 87	
<b>GROSS INCOME</b> .....	<b>\$10,128,792 66</b>	<b>\$10,391,735 39</b>		<b>\$262,942 73</b>
Fixed charges.....	3,393,269 71	3,236,610 73	\$156,658 98	
<b>NET INCOME</b> .....	<b>\$ 6,735,522 95</b>	<b>\$ 7,155,124 66</b>		<b>\$419,601 71</b>

## DETAIL OF EXPENSES.

ACCOUNTS.	1902.	1901.	INCREASE.	DECREASE.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>				
Repairs roadway-----	\$ 1,683,965 04	\$ 1,448,726 79	\$ 235,258 25	
Renewals of rails-----	378,824 52	341,710 26	37,114 26	
Renewals of ties-----	442,938 64	408,665 17	34,273 47	
Repairs and renewals bridges and culverts-----	128,705 20	118,580 36	10,124 84	
Repairs and renewals fences, road crossings, etc.-----	144,796 75	112,223 76	32,572 99	
Repairs and renewals buildings and fixtures-----	365,884 29	305,876 36	60,007 93	
Repairs and renewals docks, wharves & mach'y-----	49,206 48	48,658 24	548 24	
Repairs and renewals telegraph-----	37,553 31	38,363 00		\$ 809 69
Stationery and printing-----	4,553 20	4,971 66		418 46
Other expenses-----	160 67	542 37		381 70
<b>MAINTENANCE OF EQUIPMENT.</b>				
Superintendence-----	86,318 93	84,837 11	1,481 82	
Repairs locomotives-----	1,050,175 64	879,553 06	170,622 58	
Repairs passenger cars-----	293,746 66	239,538 35	54,208 31	
Repairs freight cars-----	914,607 51	764,304 42	150,298 09	
Repairs work cars-----	45,417 63	29,059 22	16,358 41	
Repairs and renewals marine equipment-----	2,688 84	7,167 76		4,478 92
Repairs and renewals shop mach'y and tools-----	135,245 59	144,629 81		9,384 22
Stationery and printing-----	11,646 63	7,753 63	3,893 00	
Other expenses-----	147,428 53	125,353 63	22,074 90	
<b>CONDUCTING TRANSPORTATION.</b>				
Superintendence-----	309,671 22	278,720 01	30,951 21	
Enginemen-----	1,502,655 32	1,377,294 42	125,360 90	
Roundhouse men-----	280,866 31	272,894 60	7,971 74	
Fuel for locomotives-----	1,871,112 12	1,444,549 75	426,562 37	
Water supply for locomotives-----	115,097 19	98,783 26	16,313 93	
Oil, tallow and waste for locomotives-----	72,642 48	69,706 74	2,935 74	
Other supplies for locomotives-----	31,525 21	30,792 54	732 67	
Train service-----	1,086,083 45	1,063,299 51	22,783 94	
Oil, tallow and waste for cars-----	71,186 06	67,288 88	3,897 18	
Train supplies and expenses-----	215,282 26	190,945 16	24,337 10	
Switchmen, flagmen and watchmen-----	1,175,388 57	1,044,182 68	131,205 89	
Telegraph expenses-----	346,918 82	330,394 82	16,525 00	
Station service-----	1,641,646 98	1,505,728 86	135,923 12	
Station supplies-----	103,544 08	95,207 57	8,336 51	
Switching charges—balance-----		25,980 46		25,980 46
Car mileage—balance-----	741,931 26	889,366 91		147,438 65
Loss and damage-----	191,048 12	143,167 04	47,881 08	
Injuries to persons-----	161,799 90	201,506 99		39,707 42
Clearing wrecks-----	33,699 74	32,917 89	781 85	
Advertising-----	46,915 57	51,626 19		4,710 62
Outside agencies-----	340,871 93	319,599 03	21,273 90	
Stock yards and elevators-----	8,847 89	9,976 37		1,128 48
Rents for tracks, yards and terminals-----	154,976 05	108,160 00	46,816 05	
Rents of buildings and other property-----	38,446 35	32,534 84	5,911 51	
Stationery and printing-----	110,503 25	112,494 01		1,990 76
Other expenses-----	8,268 33	5,936 88	2,331 45	
<b>GENERAL EXPENSES.</b>				
Salaries of general officers-----	77,630 28	81,899 98		4,269 70
Salaries of clerks and attendants-----	175,093 88	160,294 09	14,799 79	
General office expenses and supplies-----	15,803 32	9,707 46	6,095 86	
Central railway clearing house-----	44,355 90	43,421 40	934 50	
Insurance-----	928 18	2,257 07		1,328 89
Law expenses-----	65,350 34	81,752 10		13,401 76
Stationery and printing (general offices)-----	13,370 20	10,579 22	2,790 98	
Other expenses-----	12,867 04	12,684 41	182 63	
TAXES-----	803,391 09	707,918 46	95,472 63	
<b>TOTAL OPERATING EXPENSES AND TAXES.</b>	<b>\$17,796,603 45</b>	<b>\$16,024,086 56</b>	<b>\$1,772,516 89</b>	
<b>NEW EQUIPMENT.</b>				
Locomotives-----	\$ 973,844 00	\$ 1,014,503 00		\$ 40,659 00
Passenger cars-----	188,887 00	47,972 00	\$140,915 00	
Freight cars-----	217,112 00	2,461,939 50		2,244,827 50
Other rolling stock-----	43,830 00	64,665 00		20,835 00
<b>TOTAL.</b>	<b>\$ 1,423,673 00</b>	<b>\$ 3,589,079 50</b>		<b>\$2,165,406 50</b>
Construction and betterments, depot buildings, docks, slips, ore and coal handling plants, etc.,	\$ 2,763,787 89	\$ 597,063 00	\$2,171,724 89	

## EARNINGS AND EXPENSES BY MONTHS.

EARNINGS.	January.	February.	March.	April.	May.
From freight.....	\$1,747,355 77	\$1,436,996 24	\$1,688,710 13	\$1,717,242 83	\$1,734,394 67
From passengers.....	442,625 50	378,025 28	446,575 28	460,212 50	492,875 50
From mails and express.....	190,331 38	190,169 19	207,601 19	203,703 55	200,812 24
From all other sources.....	40,040 81	35,217 79	42,248 80	39,607 88	40,969 47
Total.....	\$2,420,353 46	\$2,040,408 50	\$2,385,135 40	\$2,420,766 76	\$2,469,051 88
 EXPENSES.					
Maintenance of way and structures.....	\$ 143,788 81	\$ 126,868 41	\$ 150,102 93	\$ 373,558 49	\$ 388,515 01
Maintenance of equipment.....	234,593 58	209,365 63	221,369 63	208,289 23	200,558 28
Conducting transportation.....	932,092 40	831,261 89	878,938 52	856,912 99	814,644 43
General expenses.....	29,318 50	28,142 54	37,593 97	30,693 11	31,996 65
Taxes.....	60,000 00	60,000 00	60,000 00	60,000 00	75,000 00
Total operating expenses and taxes.....	\$1,399,793 29	\$1,255,638 47	\$1,348,005 05	\$1,529,453 82	\$1,510,714 37
New equipment.....	145,000 00		80,000 00	40,000 00	
Construction and betterments.....	87,360 13	73,847 95	250,377 37	259,851 29	148,458 91
Grand total expenses.....	\$1,632,153 42	\$1,329,486 42	\$1,678,382 42	\$1,829,305 11	\$1,659,173 28
Net earnings from operation.....	\$ 788,200 04	\$ 710,922 08	\$ 706,752 98	\$ 591,461 65	\$ 809,878 60

## EARNINGS AND EXPENSES BY MONTHS.

June.	July.	August.	September.	October.	November.	December.	TOTAL.
\$1,677,175 13	\$1,598,364 37	\$1,763,477 17	\$1,802,947 43	\$1,993,551 12	\$1,891,759 78	\$1,964,416 41	\$21,016,391 05
590,165 25	616,625 37	680,475 29	647,825 53	609,738 75	511,725 25	584,224 46	6,461,093 96
202,521 58	199,031 77	198,471 37	215,946 04	216,006 65	212,139 30	221,572 20	2,458,306 46
48,561 24	39,289 49	38,621 39	38,888 23	41,880 01	42,989 04	65,186 82	513,500 97
\$2,518,423 20	\$2,453,311 00	\$2,681,045 22	\$2,705,607 23	\$2,861,176 53	\$2,658,613 37	\$2,835,399 89	\$30,449,292 44
\$ 307,900 63	\$ 284,126 77	\$ 274,497 81	\$ 299,275 93	\$ 424,264 56	\$ 266,125 13	\$ 197,583 62	\$3,236,608 10
180,389 90	196,805 63	230,891 12	233,843 63	284,908 26	244,181 85	242,079 22	2,687,275 96
785,054 33	841,629 19	852,470 62	920,165 92	984,068 55	973,115 80	990,574 52	10,660,929 16
35,599 01	34,105 09	28,768 94	46,166 15	28,963 29	39,488 13	37,563 76	408,399 14
75,000 00	65,000 00	65,000 00	65,000 00	65,000 00	70,000 00	83,391 09	803,391 09
\$1,383,943 87	\$1,421,666 68	\$1,451,628 49	\$1,564,451 63	\$1,787,204 66	\$1,592,910 91	\$1,551,192 21	\$17,796,603 45
				100,000 00	175,000 00	404,648 00	479,025 00
337,966 10	306,674 31	270,938 19	203,873 96	349,068 92	279,851 42	200,519 34	2,768,787 89
\$1,721,909 97	\$1,728,340 99	\$1,722,566 68	\$1,868,325 59	\$2,311,273 58	\$2,277,410 33	\$2,230,736 55	\$21,989,064 34
\$ 796,513 23	\$ 724,970 01	\$ 958,478 54	\$ 837,281 64	\$ 549,902 95	\$ 381,203 04	\$ 604,663 34	\$ 8,460,228 10

## MILES OF ROAD OPERATED.

December 31, 1902.

## MAIN LINE.

Buffalo to Toledo, via Norwalk.....	295.92
Toledo to Chicago, via Adrian.....	244.12
	540.04

## BRANCHES OF THE L. S. &amp; M. S. RAILWAY.

Ashtabula to Ohio-Penn. State Line.....	30.72
Ashtabula to Ashtabula Harbor.....	2.33
Elyria Junction to Millbury Junction, via Sandusky.....	73.24
Sandusky Junction to Old Pier Depot.....	3.88
Air Line Junction to Elkhart, via Air Line.....	131.10
Air Line Junction to Ohio-Mich. State Line.....	7.61
Monroe to Lenawee Junction.....	29.45
Lenawee Junction to Jackson.....	42.16
	320.49

TOTAL, MAIN LINE AND BRANCHES.....	860.53
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## PROPRIETARY ROADS [OWNED WHOLLY BY THIS COMPANY.]

Central Trunk Railroad—	
Ohio-Penn. State Line to Jamestown.....	5.26
Detroit, Monroe & Toledo Railroad—	
Ohio-Mich. State Line to Detroit.....	54.76
Detroit & Chicago Railroad—	
Grosvenor to Fayette.....	25.56
Northern Central Michigan Railroad—	
Jonesville to North Lansing.....	61.36
Sturgis, Goshen & St. Louis Railroad—	
Goshen to Findley.....	36.13
Kalamazoo & White Pigeon Railroad—	
White Pigeon to Kalamazoo.....	36.54
Elkhart & Western Railroad—	
Elkhart to Mishawaka.....	11.72
	231.33

## ROADS OPERATED UNDER LEASE.

Jamestown & Franklin Railroad—	
Jamestown to Oil City.....	50.91
Mahoning Coal Railroad—	
Andover to Youngstown.....	38.31
Branch to Keel Ridge Coal Bank.....	0.73
Sharon Branch.....	8.31
	47.35
Detroit, Hillsdale & Southwestern Railroad—	
Ypsilanti to Bankers.....	64.76
Fort Wayne & Jackson Railroad—	
Jackson to Fort Wayne.....	97.83
Kalamazoo, Allegan & Grand Rapids Railroad—	
Kalamazoo to Grand Rapids.....	58.45
	319.30

TOTAL MILES OF ROAD OPERATED.....	1,411.16
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SECOND TRACK—Between Buffalo and Toledo, via Sandusky.....	290.26
Between Toledo and Chicago, via Air Line.....	229.27
Air Line Junction to Wagon Works.....	2.46

THIRD TRACK—Between Erie and Cleveland.....	521.99
SIDE TRACKS.....	9.63

TOTAL MILEAGE OF TRACK OPERATED.....	873.84
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Note.—Including old main line track, 7.84 miles, and second track, 7.84 miles, between Silver Creek and Dunkirk, leased to N. Y. C. & St. L. R. R. Co. and used as their main track, the total length of road owned or leased by this Company is 1,419.00 miles, and the total length of second track owned is 529.83 miles.

## ENGINEER'S DEPARTMENT STATISTICS.

### REPAIRS AND RENEWALS.

[Included in Operating Expenses.]

New steel rails laid.....	23,497 tons.....	186.91 miles.
Cross-ties renewed 828,954, equal to.....	.....	314.00 miles.
Fence built (board) .....	.....	0.14 miles.
Fence built (wire).....	.....	152.03 miles.
Track ballasted with gravel, cinders and stone.....	.....	219.77 miles.

## EQUIPMENT OWNED.

	1902.	1901.
LOCOMOTIVES.		
Passenger locomotives .....	112	109
Freight locomotives .....	317	280
Switching locomotives .....	187	193
Total.....	616	582
PASSENGER TRAIN CARS.		
Passenger cars .....	216	220
Smoking cars.....	40	39
Combination cars .....	42	43
Emigrant cars.....	5	5
Baggage cars.....	74	72
Postal cars.....	35	33
Dining and Buffet cars .....	19	19
Total.....	431	431
FREIGHT CARS.		
Box cars.....	12,182	10,318
Stock cars.....	621	659
Flat cars.....	2,417	2,424
Gondola cars, drop bottom.....	7,203	7,405
Gondola cars, hopper bottom, steel.....	500	500
Coal and Ore cars, side dump .....	230	258
Total.....	23,153	21,564
WORK CARS.		
Officers' and Pay cars .....	9	7
Caboose cars.....	301	304
Ballast cars, steel .....	104	105
Gravel dump cars.....	22	22
Derrick cars.....	17	16
Steam shovels.....	7	8
Pile drivers.....	4	5
Snow plows.....	17	15
Tool and other work cars .....	320	299
Total.....	801	781
TOTAL CARS, ALL CLASSES.....	24,385	22,776
FLOATING EQUIPMENT.		
1 Tug, 1 Dredge, 2 Scows.....	Total.....	4

The cost of maintenance was, in 1902, for locomotives, \$2,024,020, for passenger equipment, \$482,634, for freight equipment, \$1,131,720, for work cars, \$90,971.

This expenditure includes the cost of new equipment purchased and built, as follows:—  
66 locomotives, 29 passenger train cars, 292 freight cars and 24 work cars.

## LOCOMOTIVE DEPARTMENT STATISTICS.

	1902.	1901.
<b>MILES RUN BY LOCOMOTIVES.</b>		
Passenger service-----	5,982,160	5,765,707
Freight service-----	8,803,611	9,025,292
Switching service-----	6,047,365	5,655,043
Working service -----	645,470	405,193
<b>TOTAL-----</b>	<b>21,478,606</b>	<b>20,851,235</b>
Average miles run per locomotive in service-----	46,591	47,068
<b>COST PER MILE RUN.</b>		
Repairs and renewals-----	9.42	9.08
Enginemen-----	7.22	6.81
Round-house labor-----	1.34	1.33
Fuel-----	8.85	7.00
Water supply-----	.53	.47
Lubricating oil and waste-----	.24	.24
Other supplies-----	.26	.25
<b>TOTAL, CENTS-----</b>	<b>27.86</b>	<b>25.18</b>
Miles run per ton of coal-----	18.12	19.72
<b>FUEL CONSUMED.</b>		
Coal—number of tons-----	1,185,392	1,057,514
Average price per ton-----	\$1.60	\$1.38
<b>TOTAL COST-----</b>	<b>\$1,901,421</b>	<b>\$1,455,934</b>

## STATISTICS OF FREIGHT TRAFFIC.

TONS CARRIED.	1902.	1901.
Revenue freight, eastbound.....	14,185,341	12,999,415
Revenue freight, westbound.....	9,874,134	8,533,010
Total revenue freight.....	24,059,475	21,532,425
Company's freight.....	1,670,139	1,315,947
Total tons carried.....	25,729,614	22,848,372
TONS CARRIED ONE MILE.		
Revenue freight, eastbound.....	2,351,647,612	2,345,320,287
Revenue freight, westbound.....	1,701,853,640	1,661,233,714
Total revenue freight.....	4,053,501,252	4,006,554,001
Company's freight.....	152,681,105	136,240,864
Total tons carried one mile.....	4,206,182,357	4,142,794,865
FREIGHT EARNINGS.		
	\$21,016,391.05	\$19,616,096.71
TRAIN AND CAR MILEAGE.		
Miles run by freight trains.....	7,031,614	7,552,961
Mileage of loaded freight cars.....	222,340,363	226,421,094
Mileage of empty freight cars.....	82,826,039	78,823,857
Mileage of cars, loaded and empty .....	305,166,402	305,244,951
AVERAGES.		
Loaded cars per train mile.....	31.6	30.0
Empty cars per train mile.....	11.8	10.4
Total cars per train mile.....	43.4	40.4
Tons per train mile—revenue freight.....	576.5	530.5
Tons per train mile—including company's freight.....	598.2	548.5
Haul per ton—revenue freight, miles .....	168.5	186.1
Haul per ton—company's freight, miles.....	91.4	103.5
Haul per ton—all freight, miles .....	163.5	181.3
Rate per ton per mile, cent.....	0.517	0.489

## STATISTICS OF PASSENGER TRAFFIC.

	1902.	1901.
PASSENGERS CARRIED.		
Eastward .....	2,773,359	2,929,827
Westward .....	2,780,571	3,021,514
Total .....	<u>5,553,930</u>	<u>5,951,341</u>
PASSENGERS CARRIED ONE MILE.		
Eastward .....	155,096,305	184,753,174
Westward .....	157,246,302	191,331,565
Total .....	<u>312,342,607</u>	<u>376,084,739</u>
PASSENGER TRAIN EARNINGS.		
From passengers .....	\$6,461,093.96	\$6,805,208.13
From mails, express and baggage .....	2,587,700.37	2,500,157.36
Total .....	<u>\$9,048,794.33</u>	<u>\$9,305,365.49</u>
TRAIN AND CAR MILEAGE.		
Miles run by passenger trains (including mail and express).....	5,688,252	5,514,067
Mileage of all cars in passenger trains (including mail and express).....	39,700,957	38,383,740
AVERAGES.		
Distance each passenger carried—miles .....	56	63
Amount received from each passenger.....	\$ 1.16	\$ 1.14
Rate per passenger per mile—cents .....	2.069	1.809
Passengers per train mile .....	54.9	68.2
Cars per train mile .....	7.0	6.9

EARNINGS, EXPENSES, &c.,—TEN YEARS, 1893-1902.

YEAR.	Miles Operated.	Gross Earnings.	OPERATING EXPENSES Including Taxes.	Net Earnings from Operation.	Income from Investments.	Gross Income.	Fixed Charges.	Net Income.	Dividend per Share.
		Amount.	Per Cent.						
1893	1440	\$ 23,685,932	\$ 17,123,913	72.20	\$ 6,562,019	\$ 45,132	\$ 7,021,151	\$ 3,824,507	\$ 6.00
1894	1440	19,557,870	13,186,068	67.42	6,371,802	409,356	6,781,158	3,812,219	2,968,939
1895	1440	21,016,035	14,568,220	69.32	6,417,815	412,979	6,860,794	3,832,479	3,028,315
1896	1440	20,198,958	13,726,155	67.97	6,467,803	354,811	6,822,614	3,800,214	3,022,400
1897	1437	20,297,722	13,542,491	66.72	6,755,231	395,621	7,150,852	3,405,592	3,745,250
1898	1410	20,753,683	13,928,020	67.11	6,825,663	346,810	7,172,473	3,149,248	4,023,225
1899	1413	23,613,946	15,832,145	67.05	7,781,801	376,052	8,157,553	3,100,591	5,057,262
1900	1411	26,466,514	17,307,795	65.40	9,155,719	749,620	9,908,339	3,249,909	6,658,430
1901	1411	29,272,675	20,210,229	69.04	9,082,446	1,329,290	10,391,736	3,236,611	7,155,125
1902	1411	30,449,292	21,989,064	72.22	8,460,228	1,668,565	10,128,793	3,393,270	6,755,523

## FREIGHT AND PASSENGER STATISTICS.

TEN YEARS, 1893-1902.

## FREIGHT.

Year.	Tons Carried. Revenue Freight.			Tons one mile.	Revenue.	Receipts per ton mile.
	East.	West.	Total.			
1893	7,427,929	5,714,915	13,142,844	2,427,692,020	\$14,490,259	.587
1894	7,273,634	4,868,622	12,142,256	2,196,244,568	12,844,275	.572
1895	8,085,485	6,297,156	14,382,641	2,475,757,176	14,157,425	.561
1896	7,841,548	5,820,871	13,662,419	2,377,034,118	13,289,042	.549
1897	8,273,107	5,764,177	14,037,284	2,473,436,580	13,731,282	.545
1898	9,416,558	6,135,418	15,551,976	2,771,978,098	14,922,756	.502
1899	11,051,526	7,036,168	18,087,694	3,414,880,381	16,115,690	.471
1900	12,437,899	7,410,576	19,848,475	3,620,829,452	18,317,427	.505
1901	12,999,415	8,533,010	21,532,425	4,006,554,001	19,616,097	.489
1902	14,185,341	9,874,134	24,059,175	4,053,501,252	21,016,391	.517

## PASSENGER.

Year.	Passengers Carried.			Passenger one mile.	Revenue.	Receipts per passenger mile.
	East.	West.	Total.			
1893	2,669,405	2,641,681	5,311,086	334,207,812	\$6,993,060	2.092
1894	2,262,018	2,280,906	4,542,924	198,292,265	4,420,642	2.229
1895	2,324,428	2,302,747	4,627,175	210,966,572	4,512,372	2.139
1896	2,265,451	2,254,436	4,519,887	211,120,596	4,520,045	2.141
1897	2,142,845	2,154,900	4,297,745	210,487,402	4,247,717	2.018
1898	2,140,455	2,152,118	4,292,573	204,373,574	4,281,422	2.095
1899	2,321,332	2,341,123	4,662,455	233,232,854	4,849,129	2.079
1900	2,491,634	2,473,000	4,964,634	264,562,686	5,382,787	2.035
1901	2,929,827	3,021,514	5,951,341	376,084,739	6,805,208	1.809
1902	2,773,359	2,780,571	5,553,930	312,342,607	6,461,094	2.069

**MILEAGE STATISTICS,**  
TEN YEARS, 1893-1902.

YEAR.	Miles of road operated.	Earnings per mile of road.	Expenses per mile of road, including taxes.	Net earnings per mile of road.	Average tons per train mile.	Freight earnings per train mile.	Freight expenses per train mile.	Passenger train mileage.	Average number of passengers per train mile.	Passenger earnings per train mile.	Passenger expenses per train mile.
1893	1,439.9	\$16,449	\$11,892	\$4,557	8,805,512	275.7	\$1,644.56	\$1,27.09	5,323,330	62.8	\$1,67.40
1894	1,439.9	13,553	9,158	4,425	8,218,912	267.2	1,56.28	1,08.64	4,588,880	43.2	1.39.46
1895	1,439.9	14,595	10,117	4,478	7,773,337	318.5	1,82.13	1,30.74	4,510,187	46.8	1.44.87
1896	1,439.7	14,027	9,535	4,492	7,391,380	321.6	1,79.79	1,24.55	4,655,339	45.4	1.41.40
1897	1,436.7	14,128	9,426	4,702	7,703,105	321.1	1,78.30	1,16.45	4,616,220	45.6	1.38.07
1898	1,410.3	14,716	9,876	4,840	7,866,833	352.4	1,78.25	1,17.78	4,748,428	43.0	1.34.73
1899	1,413.4	16,707	11,202	5,505	7,991,932	457.3	2,01.65	1,36.78	4,810,987	48.0	1.48.33
1900	1,411.3	18,753	12,264	6,489	7,963,835	454.7	2,30.01	1,49.55	5,038,001	53.0	1.54.81
1901	1,411.2	20,744	14,322	6,422	7,552,961	530.5	2,59.71	1,81.74	5,514,067	68.2	1.68.76
1902	1,411.2	21,577	15,582	5,995	7,031,614	576.5	2,98.88	2,01.00	5,688,252	54.9	1.59.08

## FREIGHT TRAFFIC, CLASSIFIED.

COMMODITIES.	1902. TONS.	1901. TONS.	INCREASE, TONS.	DECREASE, TONS.
<b>PRODUCTS OF AGRICULTURE,</b>				
Grain .....	1,187,176	1,613,623		426,447
Flour.....	358,523	370,014		11,491
Other mill products.....	240,347	253,533		13,186
Hay .....	240,199	204,845	35,354	
Tobacco.....	14,554	12,919	1,635	
Cotton .....	40,588	48,273		7,685
Fruits and vegetables.....	181,080	175,295	5,785	
Other articles .....	187,171	200,209		13,038
<b>PRODUCTS OF ANIMALS,</b>				
Live stock .....	491,285	525,782		34,497
Dressed meat .....	173,116	172,903	213	
Other packing-house products .....	86,982	91,957		4,975
Poultry, game and fish.....	51,416	58,477		7,061
Wool.....	22,040	12,300	9,740	
Hides and leather.....	47,911	55,136		7,225
Other articles .....	79,313	84,551		5,238
<b>PRODUCTS OF MINES,</b>				
Anthracite coal .....	563,339	1,216,754		653,415
Bituminous coal .....	5,500,652	4,436,600	1,064,052	
Coke .....	794,082	463,137	330,945	
Ores.....	3,565,120	2,837,176	727,944	
Stone, sand and like articles .....	2,513,853	1,756,990	756,863	
Salt .....	77,157	67,910	9,247	
Other articles .....	117,782	113,225	4,557	
<b>PRODUCTS OF FOREST,</b>				
Lumber .....	609,720	559,459	50,261	
Logs and other articles.....	238,083	223,636	14,447	
<b>MANUFACTURES,</b>				
Petroleum and other oils.....	392,743	419,073		26,330
Sugar .....	49,332	38,219	11,113	
Iron, pig and bloom .....	434,350	402,015	32,335	
Iron and steel rails .....	222,910	182,149	40,761	
Other castings and machinery .....	863,347	674,142	189,205	
Bar and sheet metal .....	823,271	789,713	33,558	
Lime, brick and cement .....	684,814	559,580	125,234	
Agricultural implements.....	82,166	66,998	15,168	
Wagons, carriages, tools, etc.....	45,491	44,532	959	
Wines, liquors and beers .....	102,398	101,918	480	
Household goods and furniture .....	64,502	61,420	3,082	
Other articles .....	1,207,901	1,048,956	158,945	
<b>MERCHANDISE.....</b>	870,552	921,030		50,478
<b>MISCELLANEOUS, not included above.....</b>	834,209	667,976	166,233	
<b>TOTAL.....</b>	24,059,475	21,582,425	2,527,050	

# Chronological List of Directors, 1869 to 1902.

First Election June 2, 1869 (consolidation). Annual Election thereafter first Wednesday in May.

	NAME.	FROM	TO	DECEASED
1	Horace F. Clark -----	June 2, 1869	June 19, 1873	June 19, 1873
2	James H. Bunker -----	June 2, 1869	May 6, 1874	Feb. 10, 1885
3	Le Grand Lockwood -----	June 2, 1869	Oct. 5, 1869	Feb. 24, 1872
4	William Williams-----	June 2, 1869	May 5, 1875	Sept. 10, 1876
5	Elijah B. Phillips-----	June 2, 1869	May 4, 1870	-----
6	John H. Devereux-----	June 2, 1869	May 4, 1870	Mar. 17, 1886
7	Henry B. Payne -----	June 2, 1869	Nov. 29, 1882	Sept. 9, 1896
8	George B. Ely -----	June 2, 1869	Aug. 18, 1869	May 18, 1877
9	Jeptha H. Wade -----	June 2, 1869	Jan. 13, 1870	} Aug. 9, 1890
	Jeptha H. Wade, (2d time)-----	May 2, 1883	Aug. 9, 1890	
10	William L. Scott -----	June 2, 1869	Sept. 19, 1891	Sept. 19, 1891
11	Milton Courtright-----	June 2, 1869	May 1, 1872	April 25, 1883
12	Jerome W. Wetmore-----	June 2, 1869	Oct. 14, 1869	July 25, 1900
13	Albert Keep -----	June 2, 1869	May 2, 1883	-----
14	Amasa Stone-----	Aug. 18, 1869	Nov. 29, 1882	May 11, 1883
15	Alanson Robinson -----	Oct. 5, 1869	May 4, 1870	May 27, 1870
16	Augustus Schell -----	Oct. 14, 1869	Mar. 27, 1884	Mar. 27, 1884
17	Stillman Witt -----	Jan. 13, 1870	April 29, 1875	April 29, 1875
18	John A. Tracy -----	May 4, 1870	Feb. 27, 1875	Feb. 27, 1875
19	Azariah Boody -----	May 4, 1870	May 6, 1874	Nov. 18, 1885
20	William D. Bishop-----	May 3, 1871	July 1, 1873	-----
21	Charles M. Reed -----	May 1, 1872	-----	-----
22	Commodore C. Vanderbilt-----	July 1, 1873	Jan. 4, 1877	Jan. 4, 1877
23	William H. Vanderbilt-----	July 1, 1873	Dec. 8, 1885	Dec. 8, 1885
24	Samuel F. Barger-----	May 6, 1874	-----	-----
25	Eugene N. Robinson-----	May 6, 1874	May 5, 1875	June 15, 1889
26	Robert L. Crawford-----	May 5, 1875	May 2, 1877	-----
27	Judah C. Spencer-----	May 5, 1875	May 3, 1876	Sept. 1, 1885
28	J. Condit Smith -----	May 5, 1875	May 3, 1876	Nov. 9, 1883
29	John E. Burrill -----	May 5, 1875	Sept. 23, 1893	Sept. 23, 1893
30	Francis P. Freeman-----	May 3, 1876	June 19, 1879	Nov. 2, 1899
31	Andrew D. White -----	May 3, 1876	May 1, 1878	-----
32	Cornelius Vanderbilt-----	May 2, 1877	Sept. 12, 1899	Sept. 12, 1899
33	William K. Vanderbilt-----	May 2, 1877	-----	-----
34	Rasselas Brown -----	May 1, 1878	Aug. 23, 1895	Aug. 23, 1895
35	Darius O. Mills -----	June 19, 1879	-----	-----
36	John Newell -----	April 13, 1883	Aug. 26, 1894	Aug. 26, 1894
37	Edwin D. Worcester -----	April 13, 1883	-----	-----
38	Frederick W. Vanderbilt-----	May 7, 1884	-----	-----
39	John De Koven -----	May 5, 1886	Apr. 30, 1898	Apr. 30, 1898
40	Hamilton McK. Twombly-----	Sept. 24, 1890	-----	-----
41	James H. Reed -----	May 4, 1892	May 17, 1898	-----
42	Chauncey M. Depew-----	May 2, 1894	-----	-----
43	Daniel W. Caldwell-----	Oct. 30, 1894	July 21, 1897	July 21, 1897
44	James M. Schoonmaker-----	May 6, 1896	-----	-----
45	Samuel R. Callaway -----	Aug. 18, 1897	June 21, 1901	-----
46	William H. Newman-----	May 4, 1898	-----	-----
47	J. Pierpont Morgan-----	May 17, 1898	-----	-----
48	W. Seward Webb-----	Dec. 20, 1899	-----	-----
49	William C. Brown -----	June 21, 1901	-----	-----